

To prevent the damp from striking through the walls, which it has hitherto done to the great injury of the fabric, it is proposed to cut a trench all round the cathedral, 4 feet wide, and 3 feet deep, to be filled in with concrete composed of gravel and stone lime, which should be sloped outwards and paved on the top to carry off the water.

The following is the estimate of costs:—	
The general class of fabric works amount to .....	£10,184 0 0
Comprising Lady Chapel, Ante-chapel, Ambulatory, fence-wall, steps, &c., to crypt .....	£950
Five eastern windows of Lady Chapel, painted glass .....	700
Lesser transepts .....	1,336
Large transepts and aisle .....	3,438
Restoration of nave piers and base plinths, lowering floors throughout, and sundry works to north and south aisle of choir .....	1,260
Tile pavement throughout .....	712
Plumbers' work ditto .....	830
Glaziers' ditto ditto .....	393
Various minor repairs, in different parts; not included .....	563
To this add Audley Chapel .....	750 0 0
Three painted windows for choir refitting and furnishing choir, completing organ, &c. ....	450 0 0
Reparation and underpinning of base plinth round the whole fabric, concrete dwarf wall of inclosure, gates, &c., and drainage .....	3,175 0 0
Contract for choir fabric, now in hand .....	1,600 0 0
Balance due to late contractor .....	3,168 0 0
	872 0 0
	22,199 0 0
Architect's per centage. Clerk of Works at £2. 12s. 6d. per week; Foreman of the Masons, at £1. 11s. per week; and sundry salaries which may be due; and, perhaps, some requisites not now appreciable. Say a total of .....	£25,000 0 0

#### SUSPENSION OF RAILWAY WORKS.

THE spread of the certainly enormous prospective calls on projected works over a greater number of years than those heretofore limited in the general rush for railway interweavement over all the country, is not sufficient, it would appear, to satisfy the demand for suspension of railway calls, even though seconded by the proposal to arrest those on the works and contracts on the eve of commencement. Contracts and works already in hand, must also be suddenly stopped, even though probably the capital to carry them out has already, in many cases, been called for and paid up. Accordingly, we find that the directors of various railways have not only determined to suspend the progress of unfinished works for the winter at least, but have already, in some instances, issued the fiat which will extinguish many a poor man's winter fire, and deprive him of the winter's provision for his family. And these announcements have been qualified with not even a word of sympathy for the evil thus thrust off the shoulders of the abler shareholder and speculator, on to those so much less able, or liable, to sustain them. On the contrary, almost every one seems 'glad to hear,'—'happy to learn,'—that such is the case. Verily, says the *Morning Herald*, our contemporaries' enjoyments must be few indeed, when such announcements make them 'glad' to learn such facts.

All works on the London and North-Western line which could be postponed (and those lines now exceed 500 miles in extent) have been indefinitely suspended. It is also said that the works on the Birkenhead, Lancashire, and Cheshire Junction are stopped, and that Mr. Brassy, the contractor, is under heavy advances to the company. The Basingstoke and Salisbury line, says a contemporary, like many others of the same kind, has

been checked in its progress, the sub-contractors being limited in the quantity of work to be done; in consequence of which they have, at considerable loss to themselves, been obliged to sell off a large portion of their horses. Part of the staff has also been reduced, and many mechanics and labourers have been thrown out of work, and those remaining are employed at reduced wages. Considerable stoppages of work (on have already taken place in Scotland, and announcements of an intention to stop others very shortly have been made both there and in England. The general reason assigned is, that the shareholders are resolved not to submit to any further calls for the present. We hear, says one paper, that a suspension of the works upon the Maldon, Witham, and Braintree line of railway, now in formation, is contemplated, to continue during the winter. There is a rumour, says another, that the works on the Great Grimsby and Sheffield Railway are to be suspended during the winter months. If this should prove true, it will be much regretted, for that part of the line between this place (Brigg in Lincolnshire) and New Holland is in such a state of forwardness, that the inhabitants have hitherto expected that it would be opened either in the latter part of the present, or the beginning of the next year. Here, too, there is a great want of even other and inferior modes of conveyance, which are both expensive and tedious. 'We are glad to learn,' says a Manchester paper, 'that not only on the lines and branches generally of the Lancashire and Yorkshire Railway Company have the works been for the most part suspended, but that the usual ratio of the company's expenditure in the provision of the stock, the erection of stations, and, in fact, in every department, has been greatly reduced, probably to the extent of some two-thirds to three-fourths of the whole amount. The works on one or two of the lines which are fast advancing to completion, are urged forward; but in all other cases arrangements have been or are being made with the contractors for the extension of the contract time, and for the present suspension of works to the extent we have stated. Already the discharge of numerous workmen and labourers on some of the lines and branches has commenced; and on Friday and Saturday last, several hundreds of men, including masons, joiners, carpenters, and labourers, were discharged from the Burnley branch of the Lancashire and Yorkshire Railway. It was there reported that the whole of the works of the company are to be suspended until next spring. This is, in the main, correct; but we have already stated that there were exceptions to this rule. We believe that the Wakefield, Pontefract, and Goole line is the principal of these; the works upon this line are still to be carried on with vigour.'

Since the above account was written, we are 'glad to learn,'—so far, at least, as regards the progress of works already in hand,—that from the arrangement entered into between Government and the Bank of England, for the temporary extension of its circulation, by the virtual suspension of its charter, 'a continuance of railway works,' as the city article of the *Times* has it, may now be 'easily foreseen.'

#### MOSAIC PAVEMENTS AT NORTHLEIGH.—

Sir: Being in this part of the country, and hearing that there was a curious pavement to be seen at a village called Northleigh, about three miles from Witney, I went there, and found a beautiful mosaic pavement, about 33 feet long by 21 feet broad, composed of small pieces of white and black stone, and brick, each piece about 1-inch square. It is tolerably perfect at present, but it is decaying in some places, owing to the admission of the rain through the thatch, which has been built over it since its discovery. I think it must have been the remains of a Roman bath, as there is a hypocaust underneath for heating, similar to the one discovered at Lincoln. The pavement is supported by square piers, about 6 inches square, composed of Roman bricks, 1½ inch thick. There are flues ascending in different places round the edges of the pavement, about 5 inches square. There are also some broken capitals and shafts of columns lying about, and various other antiquities, which appear to have belonged to this Roman villa.—J. R. C.: Marlborough.

#### PROPOSED ARMY AND NAVY CLUB-HOUSE.

AFTER much consideration and various alterations, the elevation of the Army and Navy Club is now decided on, and we place before our readers a representation of it as it will be seen from Pall-mall.

Although the design is based on the palace built by Sansovino, for Giorgio Cornaro, on the grand canal in Venice, about 1532, it differs very materially from that structure. The Cornaro Palace has three stories above the basement, Doric, Ionic, and Corinthian, and shows the roof, terminating on the modillion cornice of the upper order, as at our Reform Club. The frieze is devoid of sculpture, and has oval openings to light an attic story.\* Messrs. Parnell and Smith, it will be seen, adopting the general arrangement of the ground-floor and first-floor elevation of this palazzo, but substituting coupled Corinthian columns for the Ionic of the latter, terminate their building with the entablature of the order, highly enriched with sculpture, and a balustrading as at the "Library," (reproduced for the Carlton), and other of Sansovino's buildings.

In the first instance, the design included, in accordance with instructions given by the club, a bow-window and a projecting portico. The buildings act, however, prevented the first, unless the line of front were set back, and for the second, there was not sufficient room to ensure a good effect. The bow was therefore abandoned, and the portico gave place, at the architects' suggestion, to a recessed porch as in its part prototype, the Cornaro palace.

The pilasters at the angles of the upper floor are shown to be diminished towards the top, which in such a position, although not evident in our small view, could not have a good effect.

The following is a description of the principal apartments with their dimensions:—

The ground floor contains a reception-room, on the left a morning-room, corresponding to which is a coffee-room lighted from each end, and an elliptical dome in the centre. The dome has an exterior covering of glass, between which it is proposed to light the room at night by a gas device encircling the whole circumference. By this arrangement, the necessity for any gas-burners with all the noxious concomitants of heat and imperfect combustion will be avoided, and a hot air-chamber provided, which, by the aid of flues, will afford a system of ventilation. Between this room and the visitors' coffee-room, lighted and ventilated in the same manner, and communicating with each, is placed the serving-room, connected with the kitchen by a lift, and the butler's serving-room; from this last is a direct communication to the dispensing cellars, while the room will be fitted up with ice-bins, hot and cold water, and presses for the reception of glass, none of which will be suffered to go below; there is likewise a separate entrance from the still-room. At the extremity of the building is placed the house dining-room, which has a separate communication from the kitchen, to which is attached an appropriate serving-room, and near it is a staircase leading to two bed-rooms for clerk of kitchen and second cook: the staircase on the opposite side is for female servants only. The water-closets are placed in the corridor, and have external ventilation.

The Mezzanine floor is devoted to the members' bath and dressing-rooms (twelve in number), and the house-keeper's department.

The first floor is approached by a branching flight of steps, one arm of which leads to the secretary's rooms, extra writing-room, and upper floor, containing the billiard, card, and smoking-room, and the other to the evening-room (the same dimensions as the morning-room), library and writing-room. The secretary's and extra writing-rooms are divided in altitude, to form an entreol for a still-room, to supply tea and coffee to the first and second floors, with sleeping-rooms for waiters, &c.

Ground Floor.—Loggia 35 feet by 6 feet 6 inches; vestibule, 26 feet by 18 feet; staircase, 47 feet by 26 feet; coffee-room, 82 feet by 39 feet; morning-room, 76 feet by 28 feet; strangers'-room, 46 feet by 29 feet; house dining-room, 29 feet by 20 feet.

\* A representation of the Cornaro palace and the details are given in "L'Espresso" of Venice. Those who would seek this work through that profoundly obscure production, the British Museum Catalogue, must look under the head "Diedo."—*Le Pubbliche di Venezia*.